



Short Finals



ADS Slope Fun-Fly

ADS BBQ & Fun-Fly

How to re-kit an Eliminator 134

Switched on? What mum never told you about slide switches

Electric glider plans

Scotglide 2001

Yet another bumper photo issue

FLASH: *Thermal Fun-Fly comp now 30th Sept at Calder Park*

Gosh, the nights are fair drawin' in, as they say as you peruse issue number 4 of the "new look" newsletter, which so far has not run out of home spun material to fill its pages. As the hours of daylight gradually shrink, the head count at normal club meets appears to be on the increase, particularly on Tuesday night sessions at Calder Park. We've had a couple of bumper turnouts, with as many as 11 club members all taking to the air at some stage.... late afternoon arrivals picking up the odd thermal or two, but by early evening the upward going stuff had ceased, leaving calm and smooth conditions for some pretty relaxed flying. However, with such a large gathering, Brian Ord attempted to thermal over the pits, this being the only source of "hot air" left!

In this issue we have a report on the BBQ event, the slope fly-in, details on how to paint small people (?), a fascinating item on r/c slide switches, an exclusive report on the recent ScotGlide 2001 soaring event and, as ever, the odd picture or two! Hope you enjoy it.

Slope sore

Slope soaring activities haven't fared so well, with attendances being more variable than the effects of a Prawn Madras. Even the slope competition (see my report) failed to generate much interest, but not being one to give up easily, here's a couple of further paragraphs on this topic.

Having been a member of this club for

around six years, it comes as a pleasant surprise to discover a couple of untried slope sites pretty close to home. Actually, I should correct that statement by saying that these sites had been flown off before, way back in the distant past, but are unknown to "new" boys, such as myself. Meeting up at Calder Park one Tuesday evening, only to discover the easterly wind had picked up to 15 knots, George



Graham Donaldson at the BBQ with two beautifully crafted models, a .61 powered Wot's Wot and an electrically powered Jodel. Also an F16 electric d/f model, a Fantrainer, a!

Whelan suggested we head for the E. face of Brimmond ... I thought he'd been hitting the bottle! To me, this slope had looked impractical, too shallow, thick with bracken and a clutch of masts on top. However, a few of us followed in George's wake, unloaded the models in the car park opposite the new golf course and walked up the service road to discover a sizeable area of heather twixt the bracken and the masts. Plenty of lift, excellent flying (with the city as a backdrop), and a big enough space for a blind man with a glass "boule" up his bum to land on.

My second "discovery" occurred during an evening walk along the cliffs south of Stonehaven, a romantic stroll with the wife! (Her horoscope indicated that she would be in for a drop at some stage during the day, so with half an eye to the insurance money, I suggested

Cover Pic: ScotGlide 2001 at Mossmorran. Dave Hunter, one of the dedicated team members responsible for the event taking place, giving it 100% during the Mini-Glider event. Great entertainment value from these simple 60" span lightweight gliders and a compact bungee system.

a stroll along the cliffs!). The area around the circular war memorial had attracted a large number of gulls, which were making the most of the awesome lift generated by the sheer face immediately in front. It looked a fantastic prospect.

OK, I know what you're thinking, "So what, there's plenty of cliff sites nearer home!" What particularly appeals to me about this location is that the launch area (by the war memorial) is a good 50 feet higher than the cliffs on either side of the bay, providing a safety cushion for "scairdie custards" like me. If the lift suddenly disappears and your pride 'n' joy starts to drop below your feet, pointing the model either left or right will bring it back over the fields below ... practically no danger of ending up in the sea, honest! There's even a reasonable landing area to the left of the memorial. Brian Ord remembers flying this site, back in days of yore, when there was a healthy contingent of Stonehaven guys in the ADS club.

I merely mention these two east facing sites because if, like me, you find yourself occasionally having to fit your flying into a 2 or 3 hour slot, it hardly seems worth making the journey all the way down to the Cairn 'O' Mount or St. Cyrus for so little air time.

Mako my day

Some time back, I was on the phone to John Barnes, discussing some of the finer points of the construction of my latest project, the Ben Clerx "Mako". John owns one of these superb thermal soarers seen it in action, lands at walking pace after a gentle 70 degree descent care of barn-door flap deployment impressive! The conversation understandably contained phrases such as, "overall weight washout flaps warped nose up attitude..."

As soon as I'd finished blethering to John and hung up, my wife demanded to know why we were talking about Neil Davidson! Aren't women devious? Apologies Neil, and rest assured I did give her a good "seeing to" for making so tenuous a link.

Club winch

I'm delighted to announce that the club winch has been repaired and is back in action

once again. My apologies for the rather protracted affair that it turned out to be. As mentioned in the last newsletter, we were having problems with the clutch/one way bearing assembly, which was resulting in some very frustrating line tangles.

First port of call on the repair trail was "Gliders", the company who are agents for the Graupner electric winch. They were unable to handle any work on this piece of equipment, but pointed out that to return it to the manufacturer in Germany would cost around £40 for the postage, alone. I then e-mailed Graupner direct, explaining the problem. After a bit of too-ing and froe-ing, they volunteered to send over the relevant replacement parts completely free of charge. We didn't even have to pay for the postage. Full marks for their after sales service ... Teutonic efficiency!

With the new parts duly fitted, I delayed pressing the winch back into immediate action until they had advised me of the torque setting for the nut which holds the drum and bearings in place (didn't want to crush those new bearings!). That took another 10 days, their technical dept. having closed for the holidays. Teutonic inefficiency? But all that's history now, hopefully? Our thanks to both George Whelan and Brian Ord who made their wenches available for club member's use during this period.

BBQ & Fun-Fly

The club BBQ on the 12th August actually took place this year! With persistent rain the preceding two days and scattered showers the day after, we were extremely lucky to hit a "weather window" which allowed much flying to be partaken. Chairman Keith brought along his tent and BBQ, Bill Stark had been thoughtful enough to hack down the undergrowth which hid the access path, and with a few of the wives present a real picnic atmosphere prevailed (it was sometimes difficult to hear the power models over all the chattering though!). But more of this later.

An additional date for your diaries, gents.

The ADS thermal "fun" comp. which was scrapped earlier in the year because of the "foot and mouth" restrictions, **will now be held on Sunday 30th September at 12:00, Calder Park.** In view of the lack of enthusiasm for any

form of competition, this may turn out to be another turkey, but we'll "suck it and see" as they say. It'll be run along the same sort of lines as the old Taylor trophy, with each competitor making 3 sorties with a total flight time of 15 minutes. The second two flights must have a minimum of 1 minute flying time per flight, with a max of 7 mins per slot for the first two! Sounds complicated but it ain't. Laugh-a-minute I've been told, by those fortunate enough to have enjoyed this comp format back in the 70's and 80's. Winch, hand-line or bungee... anything goes!

Be there or be square!

ADS Slope "fun" Competition

Derek Robertson

A rather belated account of the club comp run way back on Sunday 24th June, failing to make the last edition of the newsletter because of the volume of material available!

With weather conditions on the day of the event, for once, proving to be ideal, (warm, sunny and a 10 knot SE wind) no prizes for guessing that Cairn 'O' Mount was the chosen venue. A fly in the ointment ... I was working until noon and as comp organiser this meant that things didn't get underway until mid-afternoon. However, those already present took advantage of the excellent flying conditions until I arrived to set up the "course".

Good news and bad news ... first up, the bad news! During the course of the afternoon, two models "bit the dust", one before the start of the comp. and the other as we were packing up for the day. In the first incident, Dave Curry was only a few minutes into the maiden flight of his "Multiplex Acrostar" when all control was lost and the model was written off after cartwheeling in at a point less than 20 feet from his feet. Radio interference seemed the most likely

answer. We were, of course, using the club frequency board and the only other Tx switched on at the time was a 27 MHz set. Some considerable time was spent in trying to establish the cause of the problem (and eliminate the 27 MHz Tx), but no obvious answer was found. One suggestion, that either a CB set, or the 2-way radios fitted to motorcyclists' helmets, could be the cause of the interference. Any other thoughts out there? [See Brian Johnson's item on r/c slide switches - JB]

The second incident involved Graham Irvine's "Amigo", which had flown very well in the strong lift, almost specking out at times. During a protracted landing approach, which was virtually a head into the wind hover with this lightweight model, it suddenly veered up, dropped a wing and swung left, crashing into the car park behind. Fortunately no one was injured, but the fuselage was reduced to matchwood by the impact ... after first having nicked the front end of a parked car. It was Dave Curry's Volvo! Sorry Dave, it just wasn't your day! Probable cause of this one was put down to either exhausted batteries or Rx crystal failure. Commiserations to both the above members. Perhaps a good illustration of why we need to insist on all members

and visitors having the relevant insurance cover.

As for the comp. itself, well, reasonably successful and a lot of fun. After a quick briefing to run through the schedule, only 4 of those present were willing to give it a go, and that included a member of the Pererhead club, Richard Anderson, who had been on the hill since mid-morning, but he retired after the first round ... something about getting back to load the washing machine. Aha, a fellow sufferer! The non-flyers acted as timekeepers for each pilot.



No photos of the comp. itself, everyone was busy. George Whelan launches Bill Stark's Thunderjet during a break in the proceedings. A short flight though! I can't imagine the "Cairn" producing enough lift to keep PSS bricks airborne (and I mean that in the nicest possible way, Bill!)

No overflying of the pilot's line or the area behind would be permitted. The one exception would be the 540 degree gate which was situated well to the right of the car park.

Here's what we had to do...

1. Launch model from pilot's line and fly for a minimum of 30 secs. before commencing first manoeuvre.
2. Perform 2 consecutive loops, followed by a stall turn right and a stall turn left.



ADS litter the Cairn in 2001. Surprisingly low turnout despite more or less ideal conditions.

3. A low pass directly in front of gate 1. (*below a pole immediately in front of the pilot's line*)
4. Complete a 540 degree turn after passing gate 2. (*This involved a bit of walking/running!*)

Both pilot and timekeeper had to make their way from the pilot's line to gate 2 which was situated about 50yds up the hill cue heavy breathing and red faces!

5. Another 2 consecutive loops, stall turn right and stall turn left. (*Pilot and timekeeper had to be back at the pilot's line again, before starting these manoeuvres puff, pant, etc.*)
6. Low pass, again at gate 1.
7. Land as near to the target as possible. (*Landing target positioned off to one side of the low pass gate, with points awarded for accuracy*)

Scoring was simple, with one point per second of flight time, plus landing bonus, and the LOWEST overall total being the winner. I had hoped to run the comp. over 3 rounds, but had to settle for 2 because of the late start. Incidentally, the loops and stall turns only had to be "recognisable" and not perfectly executed manoeuvres, so that any type of aircraft could be entered.

I'm glad to announce that no one came to grief during the comp, despite at times having 3 models all fighting for the same airspace. There were no land-outs during the low passes, but Keith Donaldson's heavily loaded 100 incher proved to be a handful, landing as it did at Mach 1 speeds. Running whilst attempting to control an RC glider proved to be an interesting experience for me (ever seen a plane with hiccups?), confirming my worst fears that the pilot was the one who was carrying excessive ballast!



Spot the difference... this is more like a club outing! Alan Stewart dug out this oldie of the Cairn, which he reckons dates back to 1985. Where were you guys when we needed you? [*Er, loading washing machines?*]

RESULTS. -

	R1	R2	TOTAL
Derek Robertson	420	522	942
George Whelan	532	482	1014
Keith Donaldson	612	535	1147
Richard Anderson	783		retired

At last, I managed to fix it so that I'd win something! **DR**

Electric glider plans

Mike Pirie

The choice of ARTF's and kits for electric gliders is now enormous. Anyone taking this route usually has no problem finding something which meets his/her requirements, but for the modeller who enjoys building from plans (as I do) the choice is a little more limited and not quite so obvious. In view of this, I have done a little digging and come up with a list which is by no means comprehensive, but at least should prove useful to anyone who is on the lookout for such a plan.

SPEED 400 TYPES

400 Drnac - 810mm (32"). Canard design - stable flier and quite aerobatic. EDL plans.

Helix - 2.0m (79"). 4 function for aileron training. EFI Plan MW2638 (reviewed EFI March '98)

Hücher 4 - 1.8m (72"). Thermal/slope, section S4083. Graham McAllister Designs (reviewed EFI Nov '99)

HobbyFlite - 1.22m (48"). Exciting flying wing, prop or EDF. HobbyFlite Inc (reviewed EFI May 2001).

Minim - 914mm (36"). Training and simple aerobatics. EFI Plan MW2785 (reviewed EFI Feb 2000)

Mini-Plank - 1.37m (54"). Flying wing design. EDL
Moondust - 1.22m (48"). Lightweight, quickbuild. EFI Plan MW2801 (reviewed EFI April 2000).

Plankton - 1.62m (64"). Multi-motor flying wing that flies like a trainer. EDL Plans

Sushi-RE - 1.4m (55"). Compact thermal soarer - flying wing design. EFI Plan MW2784 (reviewed EFI Feb 00)

The Trainer Plane - 1.17m (46"). Simple beginner's model, direct or geared. EDL Plans

Titch - 1.0m (41"). Quick, lively, low cost - tailless. EFI Plan MW2770 (reviewed EFI Dec '99).

Voltswagon - 1.93m (76"). T-tail low cost beginner's glider. EFI Plan MW2551 (reviewed EFI Sept/Oct '96)

SPEED 600 TYPES

Arriba - 2.0m (79"). Competition winning Electroslot model. Silent Flight Plan SF506 (reviewed Silent Flight June/July '96)

Algebra Ee Vv 205 - 2.05m (81"). Conversion of the famous Algebra glider - 4 function. Model Activity Press Ltd. (Aviation Modeller International)

Hi-Spec - 2.13m (84"). High performance glider, section S3021, optional V-tail and airbrakes, came third in the nationals. EDL Plans.

Pushover - 2m (79"). Pod and boom glider with folding pusher prop for 540 motor and 7 cells. Traplet Plan RM 332.

ELECTROSLOT 400

Li'l Red Rooster - 1.5m (59"). Traplet Plan MW 2503

Mini Spec 60 - 1.6m (63"). High performance, V-tail, direct or geared. EDL Plans

ZY-400 - 2.0m (80"). High performance. Traplet Plan MW2227

Sundancer 63 - 1.6m. Lightweight, excellent performance. George Stringwell

GLIDERS THAT WILL ROG

Electro Tutor - 1.62m (64"). Trainer that will glide and ROG. Graham McAllister Designs (reviewed EFI July 2000).

Stardust - 2.34m (92"). Big floaty model that ROG's. EFI Plan MW2826 (reviewed EFI August 2000).

SCALE

Buzzard - 1.32m (52"). 1:1 scale - fly alongside scale subjects! Sp 480. EFI Plan MW2820 (reviewed EFI July 2000)

English Electric Wren - 2.34m (92") span. Scale glider, light construction, 4 function, up to 10 cells. Traplet Plan RM234.

REFERENCES

EFI /Traplet Plans, Traplet House, Severn Drive, Upton-upon-Severn, Worcs, WR8 0JL
Tel. 01684 595300. E-mail: general@traplet.co.uk

EDL Plans, Eric D Leadley, 3 The Glade, York, YO31 1LA. Tel. 01904 422615. E-mail: eric@edlplans.freeserve.co.uk (Eric will send a catalogue by e-mail)

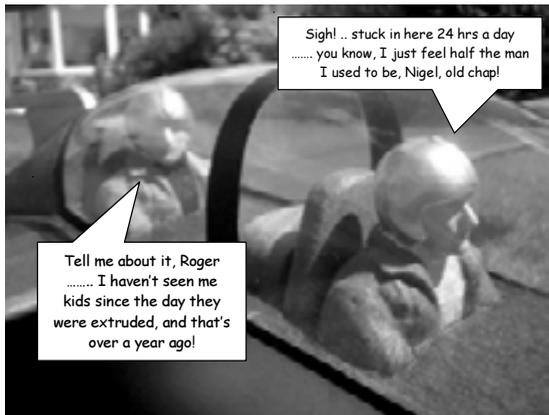
Graham McAllister Designs, 60 School Road, Wales Village, Nr Shefffield, S26 5QL.
Tel. 01909 774220

HobbyFlite Inc, www.hobbyflite.com

Model Activity Press Ltd., 5 George St, St Albans, Herts, AL3 4ER. Tel. 01727 840010.

George Stringwell, Sunfly Models, 17 Hepley Rd, Poynton, Nr. Stockport. SK12 1RP

[... and, of course, some of these planes will benefit from equally little details, like pilots. Which leads neatly to Mike's next piece.....]



Sigh! .. stuck in here 24 hrs a day you know, I just feel half the man I used to be, Nigel, old chap!

Tell me about it, Roger I haven't seen me kids since the day they were extruded, and that's over a year ago!

These two guys in my Fantrainer were purchased from Lindsey Smith of **Small Scale Custom Services**. Lindsey specialises in small vacuum formed components for model aircraft, and his products include canopies, radial engines, wheels etc. His pilots range from 1/36 to 1/10 scale and are reckoned to be the lightest moulded pilots currently available. My two weigh 1.5 grams! They are moulded in 0.007" white styrene and come in two halves, front and back, which have to be glued together. The recommended glue is polystyrene cement (as used for plastic models) but I found that if you use more than a minuscule amount, you melt holes in your pilot. I made this mistake and had to send for another two!

As for painting, acrylics are reckoned to give the best results. For the faces, I used Humbrol matt flesh as a base, adding a touch of red for the cheeks and lips and blending in a tiny amount of blue to represent the beard. Work quickly so that the paint doesn't dry between the stages and the different shades blend into each other. A spot of white brings life to the eyes.

A price list for their full range of products can be obtained by sending an SAE to:-
Small Scale Custom Services, Spring Meadow, Fyfield, Andover, Hampshire, SP11 8EL

Finally, I have a few bits and bobs to dispose of, so if anyone's interested just give me a call.

Items for Sale

Gold Cloud - 100" competition winning glider, complete with servos and Rx. £28

Middle Phase - Chris Foss slope soarer; a bit battered but still flying; complete with servos and Rx. £5

Pushover - 7 cell, Sp600 electric glider, pusher configuration, complete with motor, servos, ESC and mini Rx. £28

Futaba 4ch Tx - Free with any of the above models (all compatible)

Contact Mike Pirie Tel. **01224 323640** **MP**

Thanks, Mike. Despite the fact that the Fantrainer is just slightly larger than a decent hamburger, Mike's attention to detail really does make this popular ship come alive.



Dave Curry's impressive slow fly Junior 60, powered by a 12 volt belt driven speed 600 motor. A generous wing area ensures that it remains airborne for hours (well, a long time!), running off a 10 x 1000 mAh battery pack. Dave explained to me that it was an old Ben Buckle design that dates back to the days when he had hair, which came out far easier than this battery pack did!

Brian Johnson is one of the UK's most experienced competitive soaring pilots and a regular supporter of soaring events north of the border. Brian and John Barnes were doing their best to aid the aluminium recycle trade at ScotGlide 2001 by separating tinnies from their liquid interiors when the following subject drifted into the conversation...

Are you switched on? *Brian Johnson*

We all have our personal pet hates. No, I am not referring to your fellow club members but to more mundane things. Mine are switches and NiCad leads.

Before you start rushing around and calling me all sorts of names (which wouldn't be very original anyway), these are my own opinions, thoughts, and a little bit of science. Not technical stuff, just very basic, as you will see if you can be bothered to read any more of this drive!

What's wrong with a slide switch? I hear you ask. Well, the answer is that if it came with your RC gear probably nothing - until you start using it.

One of the problems is that if you, like me, buy commercial RC gear, it doesn't matter what make you choose or how expensive it is, you should always remember that it is made to a price as well as a specification. Price first, second and last. The spec can be adjusted to suit the price. This is in no way a criticism of manufacturers of our radio gear. What we use today is light years better than the stuff we got (for a LOT more money) only 30 years ago and I think my set is superb. I've been using the same make of Tx for about 10 years and would not change manufacturer at any price.

Back to switches, the ones that came with your shiny new radio are nice, neat little slider switches complete with leads, plugs/sockets and a little case for the switch to live in. I am not going to mention the value of the switch in this piece of kit, but if you buy all the bits separately ... ?

I don't use these slider switches, although I have found the leads to be useful. I much prefer to use the spring-loaded rocker type, gold plated if I can get them, silver if I can't. Why? The problem with slide switches is that they slide! Or should do. The

contacts on some of this type of switch are not making contact other than by the shape of the contact, or in better quality (should I have said older) ones, a light spring. If you fly power, the chances are your switch is on the outside so that it is accessible. But — fuel gets down the outside, and dust off the field (this makes good grinding paste), and then you wash it all off to make your model nice and clean again. Dust, oil, water, all in and around that “expensive” switch. Some of this is bound to get between the contacts eventually. Then the switch will not work. **The problem is that slide switches are not a positive on or off device.** If the final bit of grime decided to wear the switch out when you last turned it off, when you turn it on again it may work because you pushed it. The fun starts when you let your 40-powered super whizzbang go and the switch lets go at the same time. The usual call is “interference”. When you pick up the wreckage and waggle the sticks about, it all works because you just scared the switch and woke it up again. Temporarily. Then starts the search for the guilty and punishment of the innocent, until nobody owns up to having shot you down.

The point of that paragraph is to illustrate that this type of switch can, and almost certainly will, fail in use, and the only time you find out about it is after it's happened – maybe more than once. One of our club members recently destroyed his new model because the switch failed at the point of launch. Some hours were spent with the wreckage trying to find a fault and everything worked until the switch was touched for the umpteenth time – then it quit forever. Apparently the hammer helped. Oh, the switch was only about 12 months old and that pilot does not fly very often.

Rocker type switches are positive on/off devices. If they fail they remain either ON or OFF. In other words, if you are able to switch on okay, commence flying and then the switch fails, you will only discover the problem after landing and finding that you cannot switch the model off. You will not be able to switch it if it's bust, unless the long spring in the handle fails and you wouldn't try to use a floppy switch, would you?



They are only small things, like your Tx rate switches, and any wear is easily noted by poor action. As they are predominantly for industrial use, they are very cheap (about £1-£2). Some are even sold as being suitable for 5000 operations which may or may not be true – if you want to sit for hours with a switch in your hand!!!! I suppose you could say, “Whatever turns you on”.

I don't usually bother with the Tx switch because I don't throw it around in the dirt, or leave it on a balsa/fibreglass dust covered bench while I create my new world beating aeroplane.

I mentioned NiCad leads at the start. Lots of people talk about Black wire corrosion on negative leads. The technical scientific bit now – it's caused by the pigmentation of the Black wire, (I told you it was easy science). Change to brown, blue or anything else and you will solve that problem. How many of you have black negative leads? How many of you have cut one to check if you have a problem? Was your last crash interference???

I may be totally wrong of course. As I said at the start, just my thoughts and experiences chaps, but maybe one or two of you might find it interesting. Or even useful.
Happy flying, Brian

And if dodgy switches aren't enough to contend with, sometimes bad things just seem to sneak up when they're least expected. Here's another tale with a switch!

Distractions

John Barnes

Silence now, the echoing harshness of the impact noise fading, at least to the ear.

The pilot had realised the problem just as he'd relinquished his grip on the model and the substantial tension in the winch-hauled towline had taken over. Foot off the winch pedal, the clarity of awareness, the despair of disbelief already fighting for a front row seat in his consciousness. His model had been the first to launch in this slot, in the third round of the club's annual Open competition at Hazlehead Park. He had shouted the nature of the problem immediately to the rest of the flyers and helpers on the launch line. All eyes on the model, watching a graceful parabola being

traced out as the Eliminator 134 progressively decelerated with a leftwards bias as line tension bled off. A graceful arc forming the top of the curve at considerable altitude, then an ever-accelerating hurtle earthwards, towline still attached, destiny settled as ground and model rushed to embrace with the passionate madness of long-lost lovers.

Another kind of silence, that of anticipation from the rest of the group as the pilot turns and faces them. A heartbeats pause as the pilot considers the sympathetic expressions before him, then the FC28 Tx held out at arms length, a broadly grinning enquiry, “*Anybody know if Futaba trannies bounce?*”

The problem, a simple one. “*MODEL NOT SWITCHED ON*” had been the call to the flight line group. But after almost a quarter of a century flying soarers and competitions, with countless launches on winch and hand tow under my belt, how on earth did I manage to cock it all up this time? Why had the well-developed pre-flight routines foundered after so many bullet-proof years?

Well, let's see. Hazlehead in June was the first time I'd flown this year because of the F&M crisis. A factor? I don't think so. I've been riding a soaring bike for too long to fall off just because I haven't ridden for a while.

Things probably started to go pear-shaped not long before the 3rd round started, although I didn't know this at the time of course. I had reluctantly withdrawn from the comp after my 2nd round flight had been completed because it had started to rain steadily. I never fly in the rain, partly because I wear glasses and visibility becomes a problem and partly because my transmitter isn't designed to keep water out. I had therefore taken the 134 back to shelter, a **long** way from the flight line. Others were using my winch so I was keeping busy (old-rules F3B winch, doesn't take prisoners, great launches).

I'd just finished timing for a club mate, the rain suddenly stops, my 3rd round slot is prepared to go. Decision time. I grab George (CD) and tell him Cinders WILL go to the ball, the rain's stopped, support the club efforts, waffle, waffle... my club mate offers to

time for me. Great. I toddle off to the horizon and retrieve the model. By the time I get back to the flight line it's started to rain gently. Dammit. Ah, well, first outing this year, club's big comp, get on with it just this once. Then my clubmate asks how the watches work, so a minute spent on a quick update. Back to the model, tranny out and switched on, then another query from my timer. How do you time the flight? (I could at this point have asked for experienced help for my clubmate). So I turn to my clubmate and give the world's fastest lecture in slot timing theory and practice. Raining harder now, the bedraggled flight line patiently waiting for me to get my finger out. "Come on, JB", says a very soggy CD. I think of nothing but the cursed rain and getting it over with, so call 'ready'. The buzzer goes almost immediately, by which time I've picked up the rapidly filling tranny, swung the model into place, hooked up, tensioned the line and....

...I'm not yet aware that within my subconsciousness are the sensible little grey cells which know that I haven't switched the model on, but they can't get through. The karaoke link to my consciousness has been dominated by the huge team of line-dancing little grey cells moaning about the weather, and a small team off to one side recovering from putting together the world's fastest slot time theory and practice lecture. The sensible team, in a last gasp attempt, make it to the REWIND button...

...and just as I feel the tension in my grip on the model relaxing, the texture of the fuselage covering starting to slide against my fingers, the launch arm muscles starting to unwind, the winch motor slowing the message finally gets through, reality and realtime back in synch. Unfortunately too late to override the physical limitations of Launch Control! Feck, as Father Jack would say.

Lessons to be learned? I really don't know. After a lifetime working in a very high risk industry, with the last 25 years spent on accident investigation, I'm all too aware of the impact of distracting elements on our ability to perform well under fire. When we lose focus, we sometimes lose. Only luck, chance, the way the

dice roll, allows us to get away with it more times than not. Funny thing is, I know about these things but didn't recognise the symptoms in myself at Hazlehead at the time they were happening. A couple of distracting elements, a break in my normal routine, that's all it took for the mission to fail this time. Sorry, gang.

The brief group autopsy at Hazlehead completed, my timing clubmate tells me the time I achieved. Um, but the model never left the towline. Puzzled look from my timer. So much for my speed lectures. Maybe it's time we ran an article on the timing requirements and nuances of soaring comps. How about it, George?

Could it happen again? Of course. I'm going to continue encouraging and helping people to give flying, soaring and comps a bash, fooling about with winches, timing, talking nonsense, tripping over models and all the other distracting stuff. Meantime, I've been trying to think of a snappy phrase or something, an aide memoire, a reminder to switch on before flying. Nil Operandi During Distractions, Imbecilicus is all I've thought of so far. Just in case I forget to remind myself to think of it at the field (it might be threatening to rain), please feel free to remind me of it every time I look like I might be about to fly. Just shout "Hey, Noddi". That might do the trick. If it isn't too distracting. And you haven't got big ears. **JB**

Club BBQ & Fun-Fly *Keith Donaldson*

For once the Weather Gods smiled down upon us, giving reasonable weather for the ADS annual bar-b-que at Calder Park on Sunday 12th August. Proceedings kicked off at 1pm. A tent was erected which housed the women and light refreshments (hmmm - no connection there?) I took along my gas bar-b-que for those who wished to cremate, er.. sorry, "cook" some food.

There was a very good turnout from the club, with a notable increase in the number of electric models used. It is good to see so many in the club take an interest in this fast growing and fascinating facet of the hobby. There were three Fantrainers, flying belonging to Derek, Graham and Mike, and I believe at least one other is being built in the club.



Keith with his 1:1 scale BBQ and harem! While the rest braved the elements to fly, Keith selflessly sacrificed his flying time to attend to the ladies' needs.

Grateful thanks must be expressed to John McConville who took the controls of his Tug, providing aero towing facilities for club members. This is something I recall watching as a



Graham Donaldson's Fantrainer and F16 in their very neat transport frame. A few bits of plastic plumbing piping and insulation tube. Great way to minimise hangar rash.

child but have not seen in recent years.

While John prepared the tug, the wind started to pick up and things were beginning to look doubtful, but a short spell later, the conditions were calm enough to give it a try. Dave Currie and Mike Pirie had some fantastic tows, Mike finding the only thermal of the day. Our illustrious editor also attempted an aero tow, but had a problem with the release mechanism. The release catch is driven off of the elevator servo, and it appears the towline tangled and restricted the elevator movement. This resulted in a "flight" of uncontrolled, hair-raising swooping parabolas prior to touching down unscathed – the jammy devil.



Aerotows for all. DB Cub, old ASP .75 swinging a 14x6 prop, highly reliable combo seems to launch just about anything.

Not so lucky was Graham Donaldson, who tip stalled his magnificent Jodel at low level, causing some serious damage to the front portion of the fuselage. This model looked great when flying, however, having spoken with Graham after the incident, he mentioned he was fighting with the model the whole time. It certainly didn't look like that was the case and I look forward to seeing it fly once again. Derek had obviously used up all the days luck leaving none for Graham, as a heavy landing cartwheeled his Fan Trainer, causing some damage.



Graham's highly aerobic, Chris Foss designed Wot's-Wot biplane. How long before we see an electric version, Graham?

All things considered, I think the event went extremely well, and all had a good time. Thanks to Derek and his culinary competent other half for organising the snacks and light refreshments. **KD**



More cartwheels than Olga Korbet. Graham's Fantrainer after its gymnastic landing.



John McConville launching a 3m Wilk Condor on its maiden flight. John Barnes has had this kit hidden in the loft since the old King was alive. Finally completed to help flight training of new members. Very quiet OS .26 4st. engine coupled to a 6oz tank gives c. 1 hour flight times. Generous dihedral makes for a very stable, well-mannered ship. If only JB didn't fly Mode 1...



Perfect co-ordination, Norrie hand launching the Ed's Veron Cobra into its lively aerotow flight. A few seconds later the Cobra demonstrated what happens when elevator control gets jammed "up". Basically lots of loops....



Part of the BBQ flight line



George Thomson poses with the cute little 44 inch span speed 600 Capiche, which runs off an 8 cell pack. He had a few handling problems with this model and has decided to mothball it for the time being.



The unusual sight of George Whelan sporting a manufacturer's kit? In this case, it's a Multiplex Lucky, a 1.9 mtr slope aerobat with a RG 15 wing section. Not many V tailers in the club! After winch launching, the Lucky proved to be very fast and a tad responsive. George intends to take it to the slope to get the mixing sorted out before venturing onto the winch again!

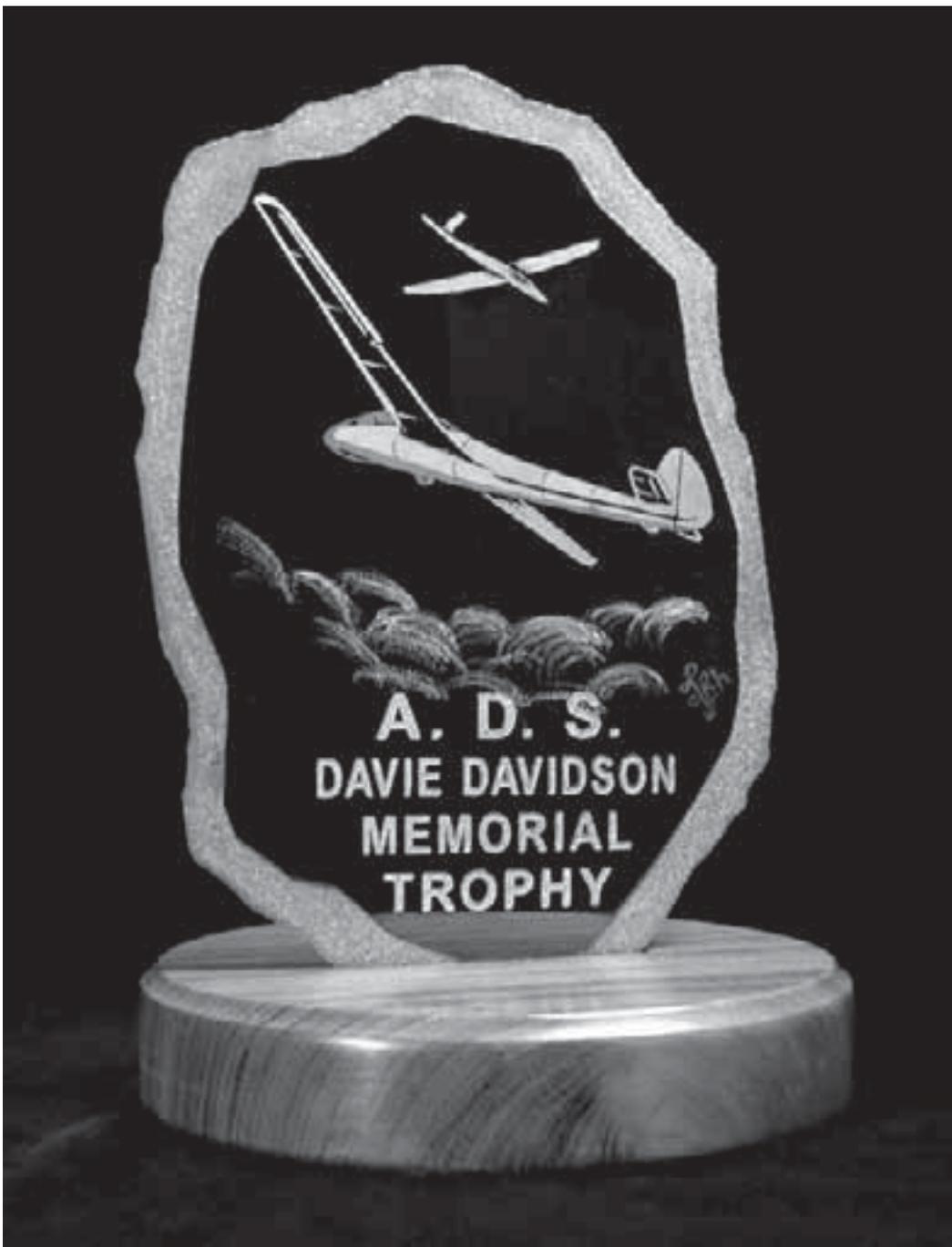


The old ones are the best! no, no, not Brian his Gold Cloud. During this particular session at Calder Park, he was about to land after a short flight when the plane hit a light thermal and after a bit of delicate stick work ended up around twice normal launch height.

Right: The club's newest trophy, a magnificent glass & gold leaf etching standing about 12" high. Awarded annually for the longest thermal soaring flight by a club member, simple as that. Dave Curry with a 15:16 presently. Few keener and more supportive than Davie was (is?). Go for it!



A before, during and after advert for "Slim Fast". Neil Davidson, Norrie Kerr and Mike Pirrie thermal soaring at Calder Park. Norrie found a "boomer" on one flight, his Eliminator circling for 20+ minutes. Unfortunately he didn't organise a time-keeper before launching, so the time won't count towards the Davie Davidson Memorial Trophy. Ratz!



**A. D. S.
DAVIE DAVIDSON
MEMORIAL
TROPHY**

ScotGlide 2001

John Barnes

Wot! No Scot Nats? Well, not under the sponsorship of the SAA after the organisation formally withdrew support for soaring activities in Scotland earlier this year (considered too dangerous). A quiet spell while the implications of this were assessed by Scot soaring enthusiasts, then a rush of activity from Dave Bradbury, Dave Hunter and Andy Lewis resulted in **ScotGlide 2001**, a two-day event for 100S, Open, Mini-Glider and Electroslot held over the first weekend in August at the Mossmorran site.

Having whacked both my 100S and Open models at the July ADS Hazlehead comp (both yet to be remedied) I popped down to ScotGlide anyhow to help out and generally get in the way, and well worth the visit it was. First class banter and tricky wind conditions on both days made for a highly entertaining and challenging event for everyone.

The challenges started with a long delay to getting 100S started on Saturday because of

difficulties erecting the control tent. Eventually the nightmare jumble of tubes was sorted into some semblance of tent-like order (there's got to be a better way), scoring and timing equipment set up. One good move was to park everyone alongside the control tent position, allowing for easy management of models and equipment for entrants while ensuring everyone was well to one side of the launch/landing area.

100S, the first event, started around noon into a healthy westerly wind. Ah, yes, westerly winds at Mossmorran. It's worth mentioning that there is something strange about this site with winds from the west, an effect which can catch out even the most experienced pilots. One can launch and penetrate forward at 500' with no problem, yet lower down, with the same trim setting, one's aircraft goes backwards fast! It's an odd reversal of the wind gradient effect which I haven't experienced at any other site. I don't know if it also happens with other wind directions here, but from the west it can provide a real wake-up call to pilots who have been serenely cruising around at higher altitudes. I got caught out last year in the Open



Dammit, Ken, should I use tungsten ballast or do you think it's windy enough for depleted uranium? It is handy being able to find the model with a Geiger counter if I land out

Ballast?
Whassat?

Robin Sleight and Ken Nicoll preparing 100S models for the battle ahead. Ken's Eliminator 100 and 134 models covered with a really neat tissue job. Not ordinary tissue this, Ken told me it was kevlar based, very light and very strong. Also told me where to get it but I've lost the details! Nope, Eliminators don't have space for ballast....

event! Anyhow, it's the same for everyone and leads to some highly bemusing post-flight reviews, not least for those with a long trek downwind to collect their no doubt equally surprised model!

The 100S class, for those unfamiliar with it, is for gliders with a maximum span of 100" controlled by rudder and elevator only.

Airbrakes are an option. Launching is by hand tow only, using the standard 150m towline. The slot time for this class is 8 minutes. Four rounds were flown here, with a "last man down's the winner" single flyoff for the top six scorers.

100S

First round, Brian Johnson won the first slot with a 7:30, Les Johnson the next with 7:15, then the lift disappeared and pilots struggled to make 4-5 minutes for the rest of the round. In the breeze there was obviously a marked difference in scores between ships heavy enough, or carrying ballast, and those like Ken Nicoll's beautiful Eliminator 100 model which, built exactly to plan, had no ballasting capability. Never mind Ken, it'll be calm enough next year!

Round 2, Slot 2 was, er, memorable for me! I was timing for Brian Johnson. He and Al Wisner launched about the same time, Al immediately heading downwind fast. "Keep an eye on Wily Wisner", says Brian, who had pushed out upwind the other way. Now, the Mossmorran field had been full of cows the day before the event, so careful placement of footage was needed to avoid the

still-squelchy pyramids all over the field, and, of course, in the 100S class the teams have to walk some way from the launching position to a pilot's box. Brian and I duly wandered over to the box, Brian watching his aircraft and me my feet. Couldn't have taken more than 15 seconds. "How's Al doing?", says Brian as we reach the Box. My gaze moved from feet to where Al had been. Well, he's in the same place but now 50% higher. "Oh, good for Al", is my interpretation of what Brian really meant when this news of Al's sparkling ascent was given to him. Anyhow, Brian immediately headed downwind towards Al's model despite being much lower and gamely attempted to find

the elusive lift patch.

It was not to be found, but Brian kept looking all the way down to a perfect landing. In the next field. Zero score. Time for ADS reporter to exit stage left promptly, but he wasn't fast enough! Then the buttons fell off Brian's stop-watches.....

The tricky conditions continued into Slot 3, Les Johnson winning with a time of 2:34 despite flying a 100" span anvil. Round 3 passed uneventfully (at least for non-pilots!), then a hiccup for Dave Hunter in the first slot of R4. He and

Jon Stanswood (builder of the Tracker range), both flying Trackers and circling in the same patch of lift. Somehow Jon's model managed to neatly remove the V tail on Dave's model. By the last slot in R4 the breezy conditions had abated a tad and Ken Nicoll's Eliminator 100



The Dream Team, Les Johnson doing the flying and Brian Johnson the dreaming! Outstanding teamwork and experience makes this duo a formidable challenge at any competition.

stormed through to take it with a fine 7:37 against Les Johnson (7:10) and Tom Preston (7:19). Phew! Tom had the leading score after the 4 Rounds with a fine 3729, Jon Stanswood squeaking in with 3346.

The 6 man fly-off, as mentioned, would be won simply by whoever stayed airborne the longest. As it transpired, conditions were still tricky enough to ensure this didn't go on for too long, although Brian Sharp was handicapped by a misunderstanding with his towman which resulted in a very low level release. The final fly-off scores were:-

- | | |
|-------------------------|-------------|
| 1. Jon Stanswood | 8:23 |
| 2. Ron Russell | 8:20 |
| 3. Al Wisher | 7:29 |
| 4. Les Johnson | 6:42 |
| 5. Tom Preston | 4:57 |
| 6. Brian Sharp | 1:23 |



A delighted Tom Preston with the highest score after R4 of 100S



Al Wisher preparing for 100S, having just disconnected the hoses from the helium tank after pressurising the sealed wings and fuz



An aspect of soaring competition which puts some people off attempting this most rewarding side of the hobby is the seriousness, focussed dedication and grimly intense concentration perceived as being required to actually do it. Here CD Andy Lewis and backup team Tom Preston and Brian Sharp, in the white hot cauldron of 100S competition, clearly demonstrate that as well as serious, focussed dedication and grimly intense concentration, subtle competitive nuances, such as an ability to snooze vertically and Wallace talking for the pilot while Gromit tows, play a key role in a team's ability to do well in such an intensely competitive, ferociously demanding arena.



Jack Fisher, sporting a natty set of very expensive thermal-spotting goggles, says his Mini Glider is simply the best. Unfortunately the goggles don't do what it says on the tin.



Dave Hunter with scorer Dave Bradbury watching Dave H's Mini Glider disappear downwind. Dave B master-minded the money laundering for the event's fiscal requirements while Dave H spent many a happy (and sleepless!) hour on the scoring system programme and equipment prior to the event. Hats off to these gents, CD Andy Lewis and all the competitors for making ScotGlide happen as successfully as it did.

Jon Stanswood pondering the fate of his machine in the breezy conditions which prevailed throughout the Mini Glider event. Jon finally decided that the conditions were too tough to risk it, but with a fine piece of lateral thinking.....



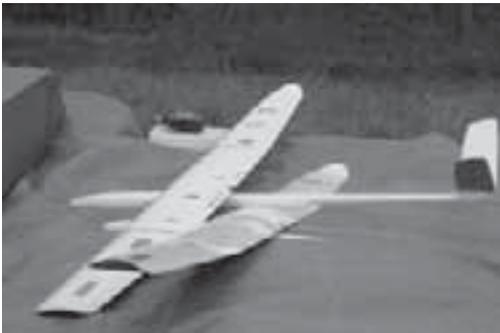
..... he ran a tape measure over Al Wisner and found that Al just fitted the 60" span rule while seated. Here Jon waits for the buzzer to start the slot while Al ponders the wisdom of using such a high-drag chair.

Al has just been launched and Jon quickly discovers that he is unlikely to inadvertently fly anyone else's model by mistake because Al doesn't have a 'V' tail. This fine endeavour unfortunately failed because Al found it impossible not to flap his arms after release from the towline and this was considered to be in breach of the 60" span rule.





Brian Johnson on field research. Having successfully used all of the 99 model memory locations in his highly sophisticated computer transmitter, Brian now desperately tries to discover which model went with which memory.



A brace of Esprits. Robin Sleight's much-travelled pair of all-moulded thermal ships from the Jaro Muller stable. The normally impeccably behaved Esprit got caught out once by the low level, inverse wind gradient effect of the site. One moment it was circling steadily at around 100' or so, the next it looked as if the radio link had been lost as the model was wrenched from the sky by some unseen force. Robin did a good job of recovering control and landing safely. There is a NASCAR race track in the US, Darlington, which is considered "The track too tough to tame". It's a real meany. Mossmorran fits that phrase perfectly with a healthy westerly wind!

In contrast to the Esprit and any other soarer which enjoys ballast as an option, Ken Nicoll's stable of Eliminator 100 and 134, built with woody bits exactly to plan, coped very well in conditions for which the design was not really targeted at. Make no mistake, this is one very strong aircraft. It is also very light for it's size, particularly the 134 version, which is one of the reasons why it's such a delightful r/e ship to fly. Calmer conditions are it's forte (sub c. 15mph) and for stooing around on balmy summer evenings it's perfect. Despite the lack of penetration power, Ken managed to survive each windy slot in Open and put in good times in R2 and R3 against the glossy anvils. Ah, but for space for about 3lbs of ballast...!



The 100S event was followed by Mini Glider, which provided a nice low-key (yeah, right!) contrast to the previous event. The wind had abated a bit by late afternoon but was still a challenge for the lightweight 60" span soarers used in this class. The Johnson team squeaked home to take the honours. By the time this event was concluded it was too late to run the BARCS-rules electroslot event, a decision aided by the fact that there were no entries for it.

For those camping at the site, Saturday evening provided the chance for booze, BBQ and banter. Windless now, the therapeutic tranquillity of relaxed conversation, gentle humour and BBQ aromas contributing a perfect ending to a busy day.

The Open event on Sunday was delayed for some reason. A price to be paid for this, when a rain-affected main event ran late into the afternoon, making it too late to run the ScotSlot electric event. An area for improvement here.

The day started with blue sky and sunshine, fluffy clouds carefully shepherded by a gentle westerly breeze. By the time Open commenced late morning we could see the thunderstorms coming, the wind now sufficiently annoyed to require double-strength velcro for toupee users.

For the enlightenment of all readers, "Open" means exactly that. Unlike the 100S event, there are basically no restrictions on model size or the nature of controls allowed for a model. Slot time is now 10 minutes, fly-offs 15. Each flight ends (sometimes) with a precision landing option which provides a bonus to the flight score. Both hand-tow and winch use is allowed for launching, although winch use appears the preferred method for many flyers these days. Want to give it a go and don't have a winch? No worries, just turn up (pre-entry preferred), explain your circumstances then decide whose winch you'll use from the offers you'll get. It's as simple as that. Think your old Algebra, Sunshine, et al, won't be competitive against the full-house, sleek, all-moulded wonders around these days? Ho, ho, think again! The very nature of thermal soaring means it'll never be possible to buy an auto winning aircraft type. Find lift and you prolong your flight, find sink and you come down fast. It doesn't matter what you're flying - that's thermal soaring!

For the Open event, lift and sink abounded in about equal measure, some slots going the distance, others completed very quickly. The 3 preliminary rounds were completed successfully after a long pause for a monsoon mid afternoon. A 6 man fly-off had been declared. No problemo, but for some reason the focus on the plot became a little diluted

at this point.....

..... Andy Lewis was placed 5th after R3 with his "Classic" entry (9th with his Open model). Dave Hunter had placed 7th. I didn't catch the discussions which ensued, but somewhere, somehow, Andy elected not to (or wasn't eligible with the "Classic" entry) fly in the fly-off, but Dave Hunter didn't get moved up a place to make up the 6th man fly-off position. Dismay. After the sterling efforts from these two enthusiastic bastions of the soaring scene, sadly only a 5 man fly-off took place, without either Dave or Andy flying. The differing rumbles which ensued suggest an absence of clarity, a misunderstanding or a bad call somewhere along the line. A most unexpectedly serious affair, in such marked contrast to the good-natured humour which had characterised the event until that stage. Likely much remained to be said as everyone headed homewards. I hope the right things have been said. ScotGlide 2002 depends on it.

Meantime, I never have understood this multiple entry concept. Soaring comps use a matrix system to ensure pilots don't fly against each other more than once (ideally) in the preliminary rounds, yet multiple entries for a pilot allows this to be neatly skirted around, the secondary entries used as an extra opportunity to adversely impact other competitor's scores. Clever, but not the original intent I'd wager!

Finally, the fly-off results:-

R1

1. Al Wisher	5:03+30	1000
2. Jon Stanswood	5:12	937
3. Ron Russell	3:13+50	729
4. Les Johnson	3:32	636
5. Brian Sharp	2:39	474

R2

1. Ron Russell	5:00+50	1000
2. Al Wisher	4:57+40	962
3. Les Johnson	3:29+50	740
4. Jon Stanswood	3:58	680
5. Brian Sharp	3:29	597

Final positions:-

1. Al Wisher	1962	Eraser
2. Ron Russell	1729	Pike +
3. Jon Stanswood	1617	Eraser
4. Les Johnson	1376	Homemade!
5. Brian Sharp	1074	Stork

And that was ScotGlide 2001. I enjoyed it immensely despite not flying this year. If there is a 2002 event I hope to grace it with my rebuilt, long-suffering 134. Now, Ken, where was it that bullet-proof tissue came from? **JB**

PROVISIONAL SCOTTISH EVENTS CALENDAR 2001

Month	Date	Event	Venue
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Three gliders for sale, from ex ADS soarer Andy Thoirs.

1 Diamond Cloud 3m Open Class Glider. Excellent thermal glider, Ply fuz and built-up wings, with spoilers. Two servos included, all at the bargain price of £50.00

2 Calypso Sport Glider. All Glass, 3 piece wing, flaperons, six servos - a slippery machine going for the slick price of £80.00

3 Pat Teacle Quarter scale Vega. Glass fuz, 4.5m span, slope or aerotow, seven servos included. All at the silly price of £60.00

If interested, contact Andy Thoirs on 01224 712008



The NZ navy is relieved to hear that it has not been included in the latest round of military funding cut-backs.

	16	ADS Slope Fly-in	Venue TBA
	16	100S	Mossmorran
	23	Open	Mossmorran
	30	ADS Thermal Fun-Fly - Taylor Trophy rules!	Calder Park
	30	HLG	ScotSlot Mossmorran
OCT	7	Standby Date	
<p>*NOTE: Information on non-ADS events published by Dave Bradbury. SAA support for any Scottish event sites unknown at this time</p>			

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The committee welcomes any material of modelling interest for publication, so a few words (& photos please) about ones latest aeronautical creation/experiences/hints'n'tips will be warmly welcomed. The Ed has fitted an extra large letter box in anticipation of being overwhelmed with information!